

Secretary of Labor Davis. It was learned that he had discussed the situation in detail, from the strike point of view, in a conversation with the information that given would be transmitted to the President.

Later Secretary Davis said: "So far as I can see, the question of seniority rights now is the only obstacle in the way of a settlement."

One Labor Board activity scheduled for to-morrow is to be a conference between Walter L. McMillen, one of the labor members, and J. J. Stone, president of the Order of Railroad Sleepers Agents, one of the independent railroad unions. This was said to be relative to a request for a wage adjustment, but so far as could be learned no strike is threatened.

### B. & O. Strikers to Meet With Owners To-morrow

Other Roads Hope Conference Will Find Basis for Settlement So They May Act, Too

BALTIMORE, July 23.—All moves in the shopmen's strike as applying to the Baltimore & Ohio Railroad have been subordinated to the making of the strike and the road officials for the conference Tuesday with the various groups involved in the controversy.

Strikers and officials are hopeful that the meeting will be a success. The mere suggestion of the meeting has taken some of the bitterness out of the feeling on both sides.

Interest in this conference is greater than that of the Baltimore & Ohio strike, because if the Baltimore & Ohio can work out a settlement with its men other roads may find that they can do likewise, and thus some basis for agreement over the whole country may be found.

What adds to the gratification of the strikers in this meeting is the fact that it implies to some of them the subordination of the Baltimore & Ohio strike to the determination of wages and conditions of employment.

Feeling runs high against this board among workers, who regard its powers as too great and who think they can obtain more wages and better conditions by appeal directly to the road officials. The power of union officials and of railroad officials has alike suffered in the legal force given to the board's decisions.

The conference is at the request of C. W. Galloway, vice-president of the Baltimore & Ohio in charge of operations. It has come about through the acceptance by H. Albert, secretary of the Federation of Shop Workers, of the local strike leaders had declined to enter into such a conference without sanction of national officers. Mr. Albert has furnished a list of the spokesmen for the distinct crafts who will attend.

Service was maintained in a satisfactory way to-day. Mr. Galloway's office was busy tabulating reports of movement along the strike lines. The reports indicated improvement in traffic over Saturday.

### New England Shopmen To Collect Relief Fund

BOSTON, July 23.—A campaign for relief funds for strikers in the New England district was planned to-day at a joint meeting of the executive boards of the Boston & Maine and New York, New Haven & Hartford Federations of Shop Workers.

According to plans accepted at the meeting, speakers from the striking unions will visit meetings of other unions in and out of the railroad industry to explain the situation and appeal for financial assistance. Circulars also will be sent out broadcast to labor organizations.

Mr. J. J. Stone, president of the Boston & Maine System Federation, announced at the meeting that foremen at the Concord, N. H., shops of that company had quit work yesterday.

Robert Henderson, secretary of the New York, New Haven & Hartford Federation, said that strikers on that road had made heavy gains during the past week.

### Expect Troops to Act In Texas Rail Strike

Officers, Under Orders, Refuse to Reveal Destinations; Governor Silent

AUSTIN, Tex., July 23.—First Lieutenant Felix A. Raymer, of Company D, of the 10th Cavalry, is expected to leave Austin early to-morrow morning under orders to join another company of guard troops. He is a machine gun officer. He refused to reveal his destination. No other troops have been received by the local company as yet.

Governor Pat M. Neff to-night maintained his non-committal attitude regarding the strike situation in Texas. The face of reports of movement of state troops under sealed orders.

Adjutant General Thomas Barton suddenly departed for an unannounced point, and a carload of military supplies went north to-day. The governor's decision is believed to be the final destination, which might preclude the arrival of the Texas National Guard troops there soon.

### Reds Urge General Strike To Save Wilson Slayers

Open Letter to British Labor Party Insists on Action to Halt Execution of Assassins

MOSCOW, July 23.—Karl Radek and M. Bucharin, as Third International representatives at the Berlin conference, have sent an open letter to the British labor leaders, James Ramsay MacDonald, Arthur Henderson and Thomas Shaw, urging the British labor party to protest the sentences of death pronounced on the assassins of Field Marshal Sir Henry Wilson.

"We expect to receive in a short time from you," the letter says, "a telegram calling upon you by stating you have called English workers to a general strike in order not to allow the hangmen of British imperialism to murder those who strove for freedom for the Irish people."

"You addressed to us a request that we have mercy on the terrorists and social revolutionaries. We are now addressing an appeal to all parties of the Second International to demand maximum pressure on the English government to obtain a just trial and you must obtain the right for the Third International to be present."

### France Convicts Pirates

AIEX-EN-PROVENCE, France, July 23.—Four of the eight citizens of the Georgian Republic, who have been on trial here for piracy on the high seas, were found guilty yesterday and sentenced to ten years in prison. Three of the men were acquitted, while the case against the other was dismissed as he is under age.

The act of piracy for which the men were on trial occurred on board the French steamer "Goulon" near Batum for Trebizond, on May 6, 1920. After overpowering the captain and crew of the vessel the band, according to witnesses, searched the passengers and the cabins, pillooting jewels and other valuables in the cabin. The captain said to have been forced to lower boats to take the pirates and their booty ashore.

## Striker Dies in Gun Fight With Erie Detectives

### Opens Fire When Arrest in Hornell Yards Threatens and Is Shot Dead, While His Comrade Is Wounded

#### Union Leaders Optimistic Make Public Survey Which Insists Roads Are Fast Approaching Breakdown

A revolver battle between striking railway shopmen and detectives of the Erie Railroad in the yards at Hornell, N. Y., yesterday, resulted in the killing of one of striker and the wounding of another, according to dispatches received here last night.

Frank Arduini was the shopman killed. Charles Cesaro was wounded. He was shot in the neck. According to the railroad officers, an effort was made to arrest one of the men as they were talking with others in the yard. Arduini and Cesaro, however, whipped out revolvers and began firing.

The railroad detectives sprang behind a concrete building and returned the fire of the strikers until Arduini and Cesaro fell. Two 32 caliber revolvers were found on the ground beside the dead man. One of them, of rim fire, contained center-fire cartridges, three of which were used in the shooting. Several chambers in the other revolver were empty.

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Three Road Detectives Held

Three Erie detectives were arrested and locked up in the county jail charged with manslaughter in the first degree. They are Anthony Rotski, Mark Valentin and Vincent Keener.

Local railroad strike leaders took advantage of the week-end lull in activities to issue a statement yesterday embodying a report prepared by the Labor Bureau, Inc., which insists that the country-wide transportation system is on the verge of a complete breakdown unless the shopmen's claims are met speedily.

Pooling of railroad stock under Federal control, a suspension of conditions of freight traffic, because of a car shortage and an embargo on non-essential industries, which will strangle business revival at birth, are the consequences which the bureau experts predict to see if strike conditions continue.

The strikers also charge a considerable and increasing breakdown in passenger traffic, reporting that many of the trains are running behind schedule. In most instances these declarations are denied by the roads.

N. Y. Central Conference This Week

The conference on conditions affecting the waymen and shopmen of the New York Central which was postponed last week will surely be held within a few days, it was announced. Should the meeting fail of agreement leaders declare that the waymen will walk out without further parley.

In Chicago the charge was made that the New York Central is using its power to prevent the delivery of coal to the labor on a strike of its Western lines, in defiance of the Railroad Labor Board's ruling.

Outwardly the general situation showed little change. It was said at White Plains that the State Troop units are on guard at the Port Jervis shops of the Erie. Private detectives have been placed on guard at the Peekskill drawbridge, a vital point on the New York Central's Hudson River Division.

The general survey prepared by the Labor Bureau was issued by Dave Williams, secretary of the Metropolitan District Strike Committee. The report is based upon the assumption that the country-wide transportation system is on the verge of a complete breakdown unless the shopmen's claims are met speedily.

Pooling of rolling stock under Federal control, the report says, would "probably have had to be done if there had been no strike at all, so ill prepared are the roads for this summer's traffic. This may be seen by comparing the present situation with that of 1920."

Car Loadings Exceed 1920

"In 1920," the report continues, "there was terrific car shortage and much congestion of terminals. Conditions were almost as bad as when the government took over the roads during the war. According to Daniel Willard, president of the Baltimore & Ohio, there was a transportation emergency such as was contemplated by the transportation act. Seven billion ton-miles were moved in 1920 than the previous highest traffic—that of 1915. From March through June this year, official statistics show that car loadings were as great as in 1920, even larger than in 1920 for some months."

The report points out that there is a rapid seasonal increase in car loadings annually from June to October, due largely to crop movements, which in 1920 amounted to 25 per cent. This year with bumper crops and the beginnings of a business revival, the survey estimates that the increased demand for cars will be 35 per cent. even without a settlement of the coal strike.

"The increase in weekly car loadings between June and October of 1920 was 250,000," said the report. "At a parallel increase in demand for cars may be expected this year. Yet at the end of June this year we had, according to official figures, only 60,000 cars in the country. Even if the total cars be included in the total, it becomes only 230,000. Thus an acute car shortage would have been inevitable though there had been no strike of shopmen."

"In addition to this fact, we find that the number of cars in bad order has doubled since 1920. In June, 1920, there were 170,000 cars in bad order, or 7.1 per cent of the total. In June, 1922, there were 341,000 cars in bad order, or 14.3 per cent of the total. And to make matters worse, approximately 25 per cent of the cars in bad order in bad order at the beginning of the strike."

Gives Data for Local Roads

The railroads entering New York are reported to be in a state of emergency, the report declares, and sets forth the figures as follows:

	Cars	Locomotives
N. Y. N. H. & H.	24.5	23.1
B. & O.	14.4	12.4
P. & N. E.	12.4	10.4
New York Central	14.7	12.4
Baltimore & Ohio	12.4	10.4
Pennsylvania	12.4	10.4

This, the survey says, indicates that an emergency existed on July 1, which would have led the railroads to doubt their own forces and work overtime. Instead, the strike occurred and the car shortage, which would have eventually arrived, was precipitated and, it is declared, is steadily growing worse as bad order cars and locomotives increase.

Summarizing the general condition the survey says a coal famine at hand on account of the disruption of transportation means that "coal production has dropped 15 to 20 per cent within two weeks on account of car shortage, although more orders than before are on hand. A Kansas City merchant, in a report, a perceptible drop in the price of coal. New York traffic managers report regular freights from two to three days late. Dispatches from Fresno, Calif., state that a \$200,000,000

fruit crop may be lost through lack of fast freights. Wholesale annulment of trains in the Central West endangers crops and live stock movements. These straws in the wind show how the strike and inadequate equipment is deteriorating."

Contract Labor Charged

William Parker, chairman of the New York Central Federation of Waymen and Shopmen, made public a letter which he had received from O. L. Kirchhoff, secretary of the Federation of Chicago, in which the road is accused of using contract labor on the Western divisions. Heckler Brothers of Cleveland, according to Kirchhoff, are supplying new coal dock on the Kankakee division is being built by contract labor.

Mr. Parker also announced that he had been informed by W. Robson, grand vice-president of the waymen's and shopmen's brotherhood, that the failure to reach an agreement on the Michigan Central lines was due to the refusal of the road to meet the overtime wage demands made by the men.

"I have got everything the committee wanted except the overtime clause," Robson wrote, "the management offered time and one-half for all work on holidays and time and one-half for all night work of duty, which, of course, I refused, standing part for time and one-half for all time worked in excess of eight hours as well as for Sunday and late work. Sunday work would be paid yard foremen \$155 a month and a graduated scale from that down to \$127.50 for foremen on branch lines. The road for main line section foremen \$130. This is intended to cover their ordinary tour of duty, namely eight hours."

Offers Laborers 40 Cents an Hour

"They also offered for laborers 40 cents per hour in yards and 35 cents on main line sections, which I flatly refused, because I will not accept an offer for any employee which is less than Decision 147 gives."

There was wide discrepancy between the claims of the strike committee and the claims of the railroad officials at New York terminals.

The strikers reported trains leaving Hoboken on the Lackawanna from New York City, but the latter report showed a delay of an hour.

The Lehigh's Six Diamond Express, reported by strikers to be forty-seven minutes behind time at the Pennsylvania Station, was shown on time by the station bulletin board.

There was a delay in the arrival of the Baltimore & Ohio train from St. Louis, which was due at the Pennsylvania Station at 8:30 o'clock Saturday. This train usually connects with the Lackawanna Express, but the latter arrived Saturday without the St. Louis connection and minus also the usual connection with train No. 6 from Chicago. The Chicago passengers were told to get on the St. Louis train, which did not get in until 6:50, ten hours behind schedule.

The New York Central's Metropolitan Limited, which was due at 6:15 p. m. on Saturday, was shown on time by the station bulletin board.

Control of Both Considered

Every possible contingency in connection with the rail situation has been operative efforts in any district fall short.

Similarly, Mr. Hoover has indicated, insurance of coal supplies to the railroads is the object of the distribution scheme, with industries producing necessities, public utilities and similar concerns to be taken care of as their needs become imperative, while at the same time the fuel requirements of the New England states and the Great Lakes region are to be met.

## Operators Ask Non-Partisan Coal Inquiry

(Continued from page one)

prevent proffering during the strike emergency.

All angles of Mr. Hoover's scheme, which contemplates the formation of a central committee to operate through local committees in the producing districts of Virginia, West Virginia, Tennessee, Kentucky, Pennsylvania and Alabama, were thrashed out to-day at a series of conference of the Federal agencies involved. Before the opening of the meeting at 10 o'clock to-morrow morning Mr. Hoover will have from Attorney General Daugherty a report on the powers accruing to the government in the emergency through the cooperation of the Interstate Commerce Commission and its authority under the law regulating interstate commerce.

In general Mr. Hoover's program was understood to contemplate the creation of an emergency machine with the committee composed of a representative from the departments of commerce, justice, interior and the Interstate Commerce Commission, and a secretary of Commerce as chairman, operating through the local committees established in the producing districts at the time of the voluntary agreements fixing the maximum fair price.

Freight Embargo Possible

Pooling of coal in the producing districts and distribution of cars under a preferential system to be instituted under authority of the Interstate Commerce Commission, is planned to permit the marshaling of fuel at the most available points for quick shipment to the destinations where most needed. Co-operation between the railroads and the Interstate Commerce Commission would make possible adequate supplies of cars and the use of a freight embargo, if necessary, to facilitate fuel movement.

Representatives of the operators and the railroads are to be drafted into the scheme as administrators of the central committee to provide direct contact with those industries.

Price maintenance is to be sought through efforts to obtain a more general observance on the part of operators of the voluntary price agreements already in force, and by co-operation on the part of the railroads to prevent competitive bidding sending the coal prices skyward.

While Mr. Hoover's scheme was declared to be based on the co-operation of the parties at interest in continuing the distribution of coal, the authority of the Interstate Commerce Commission to act in emergency in behalf of interstate commerce was held to be the government's "trump" card. To this end appointment of representatives of the commission to the central committee was considered as enabling the operation of the program should co-

## Harding Sticks To Helm Sunday In Strike Tangle

### Capital Without Definite Word of His Course, but Believes He Will Continue to Back Hooper

#### I. C. C. Action Is Likely May Force Roads to Join in Hoover's Plans for Rationing of Coal Supply

WASHINGTON, July 23.—The government's future course in the situation created by the strike of railroad men and the action of the Interstate Commerce Commission to-day, though President Harding, who was in personal touch all day Saturday with the problem and personalities in it, canceled his week-end engagements to stay at the White House Sunday, where he could be in close communication with whatever other government agencies were active.

Whether Chairman Hooper of the Railroad Labor Board, who returned to Chicago last night after an extended conference with Mr. Harding, carried new and highly confidential instructions for a reopening of negotiations with the union leaders, or whether the Administration intended to stand unyieldingly by the Labor Board award, against which the men struck, were matters concerning which no informed and responsible official in Washington would talk.

Reports Numerous

While there were numerous reports that a new step by the government, in the form of a letter without official confirmation, the only definite development to-day touching upon the railroad strike being in its relation to that in the coal industry. Attorney General Daugherty, Secretary Hoover and Chairman McChesney of the Interstate Commerce Commission, were said to have agreed on the power of the commission to exercise a certain supervisory authority over the carriers which would assist in the operation of the roads as to rationing the reduced coal supply.

The commission, it was agreed, under the terms of the transportation act, could require railroads to embargo shipments of coal to the strike territory and territories deemed to have greatest need for fuel. For a beginning it was expected that the coal rationing system would be applied only to assure the delivery of coal to the strike territory and territories deemed to have greatest need for fuel. For a beginning it was expected that the coal rationing system would be applied only to assure the delivery of coal to the strike territory and territories deemed to have greatest need for fuel.

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## No Attempt to Open Mines in Pennsylvania

Special Dispatch to The Tribune

PITTSBURGH, July 23.—Not the slightest indication of an attempt to resume mining in this district to-morrow morning was given to-day by the 40,000 workers of the district spent the day facing the National Guardsmen on duty in the mining centers. The troops have been placed at strategic points to insure the protection of the mines are opened.

The mines in this district have been idle since April 1, when the anthracite and bituminous strike was declared. The men refused to return to work on the terms offered by the coal operators, and the presence of the troops has added little bitterness to their feelings toward the operators. The men seem to feel the operators are not attempting to resume even if a soldier is provided for every man who endures the pits.

In central Pennsylvania, where another 40,000 union men went out April 1, operators gave no indication to-day they intended to try to resume operations to-morrow.

In the two districts—Cambria, Somerset and Indiana counties in the central district and Westmoreland and Fayette counties in the Pittsburgh district—there are between 60,000 and 70,000 former non-union mine workers, organized since April 1, who are now part of the strike. Thousands of them, however, are still on the payroll, and are living in tent colonies set up by the United Mine Workers of America.

Chief interest, both of operators and mine workers, centers in the success of the strike. The 25,000 members of member-operators of the Pittsburgh Coal Producers' Association, representing 80 per cent of the coal production in the unorganized section of the Pittsburgh district, as it stood April 1, resumed operations to-day. They employ 25,000 of the 40,000 union mine workers who struck them. About 20,000 of the 25,000 union mine workers are employees of the Pittsburgh Coal Producers' Association, the dominant coal company in this district.

This company, which operated fifty-five mines in this district when the strike started, is expected to take the lead in the attempt to resume mining. Its first effort in that direction is expected to be made in Washington County, where there are about ten mines along the Montour Railroad which have not been struck by the railroad shopmen's strike.

P. T. Fagan, acting president of Disasters, who was arrested Saturday afternoon and released on bond, will be tried, at the October term of the District Court here for violating the Industrial Court law.

TOPEKA, Kan., July 23.—Governor Allen declined to comment to-night on the announcement by William Allen White that Mr. White would not appear at the same program with the Governor at Emporia. Governor Allen chuckled when he was told that Mr. White had made such an announcement.

State House officials predicted to-night that Mr. White and Governor Allen would meet at Emporia as if there had not been a break in their friendship.

It was said at the Teachers' College to-day that Allen would review a parade of students at 8:30 o'clock to-morrow morning and speak at the parade, leaving town immediately after the address for Topeka. The Governor's speech will open a campaign to raise funds for a World War memorial to be erected on the normal school campus.

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convened by President Harding in his conferences with advisers in the Cabinet and with members of the Senate, it was understood, the suggestions placed before the government including overhauling the Federal control of railroads and mines as a step to be considered in the final emergency. Other suggestions were said to have been that the strike be left to wear itself out, the government maintaining a policy of non-interference in the commerce, meanwhile; that labor representatives be charged to interrupt proceedings with conspiracy to interrupt interstate commerce, and finally that railroad management be required to yield railroad Board be induced to modify some of the conclusions against which the shop crafts have struck.

To date every White House pronouncement has been of a nature supporting the Railroad Labor Board and the actions of Chairman Hooper. Opinion that any modification of this attitude was intended lacked official support to-night.

## Planned Strike Since April, 1921, Says Conlon

### Unions Waited Fifteen Months to Accumulate Grievances to Justify National Action

WASHINGTON, July 23.—That the railroad shopmen have been preparing for the strike now in progress since April, 1921, and waited fifteen months because of a desire to "accumulate enough grievances," was the statement made to-day by P. J. Conlon, vice-president of the International Association of Machinists, at a public mass meeting here.

Union officials learned April 8, 1921, Mr. Conlon said, that the national agreement with the railroads was to be abolished, although the Railroad Labor Board did not act until April 14. When individual agreements were made, the unions "ran into identical demands from every road we approached, which indicated to us there was some central agency or authority directing the fight against us."

"Then we realized that we would have to sit tight and suffer in silence until enough grievances had been accumulated to support a demand for a nationwide strike."

Of the 1,100 decisions handed down by the Labor Board, the speaker listed 700 as favorable to the railroads and 400 as "nominally in favor of our side," but of the latter, he said, at least 300 were not put into effect by the railroads, and therefore "didn't count."

Asserting that the strike leaders were well satisfied with the situation, Mr. Conlon said:

"It generally takes from thirty to sixty days to make a shop strike effective. But before this one had been on ten days more than 250 trains had been cancelled out of Chicago, the West Virginia non-union coal mines were bottled up and the iron and steel industry was crying for help. And we have hardly started yet."

trict No. 8, United Mine Workers, of Pittsburgh district and President John Brophy of District No. 2, the central Pennsylvania district, to-day reiterated their confidence that the strikers will remain out to a man and that the contract between the non-union mine workers "will stay out as long as the union men do."

Explaining this statement, one mine workers' official said to-day:

"These former non-union men refused to go back on the same terms as other union mine workers obtain, and many of them have found, as we have, that the situation is a great improvement on some of the company-owned shafts they were evicted from."

## Troops Ride Down Twenty Strikers in Pennsylvania Camp

### Men Were Gathered in Street When Charged; Miner and Wife Shot in Dispute With 4 Deputy Sheriffs

WASHINGTON, Pa., July 23.—Troops of the 104th Cavalry, Pennsylvania National Guard, on duty in the coal strike region, to-day were called upon to disperse a crowd in a street at the miners camp at Cokeburg. Employing the tactics of the state police, the mounted soldiers rode into a gathering of about 100 men. It took them only a minute to scatter the crowd. There was no resistance.

Colonel E. J. Stackpole Jr., commanding the 104th, made a tour of the region to-day accompanied by his staff. The men at the camp were told that it was understood that the colonel made a survey to ascertain the location of mines which may resume operations in the immediate future.

Sheriff Otto Lullen announced here to-night that he would issue a proclamation to-morrow forbidding the sale of arms and ammunition in Washington County.

Simultaneously Mayor Mullen of Monongahela City, the gateway to the Pittsburgh district, announced that he would forbid the sale of all firearms there.

EBensburg, Pa., July 23.—A meeting of striking miners at Hellwood, in the area controlled by the National Guard, was stopped to-day by a state trooper, who informed the organizers that Major Edgar McKinney, commanding the troops in Cambria, Indiana and Somerset counties, had placed a ban on open gatherings. The organizers said the miners to go home, but they would confer with the Major in an effort to gain his sanction for such meetings.

Leading coal operators of the region at Johnstown, Pa., and Conemaugh said to-night that with the guardsmen on duty they expected to reopen their mines immediately.

UNIONTOWN, Pa., July 23.—A striking miner and his wife were wounded in a shooting at a tent colony near the Footedale mine of the H. C. Frick Coke Company to-day. Four deputy sheriffs were arrested.

The deputies, according to reports to Sheriff I. J. Shaw, were en route to a mine at Collier. Their automobile stopped at the tent colony when the gasoline supply was exhausted. In an unexplained manner the deputies got into an argument with a striker and four shots were fired. One bullet went into a tent occupied by William Collins. It struck Collins in the wrist, fracturing the bone. The deputies, through Mrs. Collins's right arm.

Mauretania Claims Record

Despite the fast performance made recently by the Olympic, the Mauretania is still the "world's fastest ship," according to an announcement made last night by officials of the Cunard Line. During a period of three and a half hours on one of the Mauretania's fast trips the ship steamed at an average speed of 25.5 knots, which was announced as a world's record at the time because such claims were usually based upon a full day's run, according to the Cunard officials.

## Wool Tax Held To Cost Nation \$200,000,000

### Senator Walsh Asserts Only \$40,000,000 of This Amount Will Be Added to Profits of Producers

#### Questions Calder's Views New Yorker's Defense of Bill Declared Not Justified by Tariff Commission Data

From The Tribune's Washington Bureau

WASHINGTON, July 23.—A tax of \$200,000,000 will be imposed on the American public by the proposed wool tariff bill, while only about \$40,000,000, as a result of it, will find its way into the pockets of the wool growers, Senator David I. Walsh, of Massachusetts, charged to-day. He supported his statement by estimates made by the Tariff Commission.

Senator Walsh vigorously assailed the deductions made by Senator Calder, of New York, from the same Tariff Commission figures, and asserted that no political party could remain in power which advanced so tremendously by tariff duties the cost of clothing.

"The Tariff Commission has very plainly chosen the minimum number of middlemen and has made allowances for selling expense and a profit which is indeed conservative," said Senator Walsh. "They have been very careful, also, to explain that the duty upon raw wool probably will not be fully effective. It is apparent that they are of the opinion that this 33-cent duty on raw wool will amount to practically 93 cents per pound of cloth in the garment, which would amount to approximately \$2.50 on an ordinary overcoat and around \$5.50 on a heavy ulster."

Dissects Commission's Figures

"To be sure, the commission has inserted additional columns making deductions of 10 and 20 per cent, respectively, on these computations of cost, in order, presumably, to make allowances for the failure of the wool duty to become fully effective and for the failure of the pyramiding process to operate in the case of the garment."

"The junior Senator from New York, in commenting upon this memorandum, has apparently sought to present an interpretation of it which a careful reading of the memorandum will not sustain. He states that this memorandum demonstrates that the raw wool duty cost is about 92 cents, while the duty on an overcoat, exclusive of the